

Meeting Record

MPO Technical Committee Meeting
Thursday, September 26, 2002
Engineering Services Conference Room
Lincoln, Nebraska

MEMBERS AND OTHERS IN ATTENDANCE:

Allan Abbott, Marvin Krout,, Mike Brienzo (representing Roger Figard), Ron Schlautman (representing Art Yonkey), Don Thomas, Liz Wunderlich (representing Eldon Poppe), Virendra Singh, Larry Worth,

OTHERS:

Steve Burnham (FHWA), Ducan Ross (Planning), Glenn Knust (StarTran), Karen Sieckmeyer (Public Works/Utilities), Terry Genrich, (Parks), Mike Carlin (Friends of Wilderness Park), Rich Rodenburg (Pedestrian/Bicycle Committee), Ron Kratzer (LES)

STATED PURPOSE OF THE MEETING:

Technical Committee Meeting

Allan Abbott called the meeting to order and roll was taken.

Allan introduced the new Planning Director, Marvin Krout, to the rest of the committee.

Agenda Item No. 1 - Review and action on the draft minutes of the May 7, 2002 Technical Committee Meeting

Larry Worth made a motion to approve the minutes, Thomas seconded. Motion carried with Marvin Krout abstaining.

Agenda Item No. 2 - Review and action on the proposed amendments to the City of Lincoln and Lancaster County 2025 Long Range Transportation Plan (LRTP).

Mike Brienzo explained when the Comprehensive Plan was adopted on May 28, 2002, the City Council and County Board adopted the future growth areas which included a future services level and the future growth areas. Mike indicated that the underlined land uses for Section E-3 (Steven Creek) does not have land uses attached but, the future service limit was adopted in the Comprehensive Plan and Long Range Transportation Plan. They added the land use summary and it will be going to the Planning Commission, City Council and County Board as amendments. Since the land uses were added to the plan, we needed to identify underlined surfaces to serve the future land uses. Mike pointed out that on the existing transportation plan, the area of E-3 is identified for a somewhat lower growth scenario. The intent of the plan amendment is to identify infrastructure improvements, existing improvements, and the continuation of the existing section line roads in the E-3 area. These roads will provide continuity throughout the area. Mike then summarized all of the

improvements for the Arterial Street System. Along with the system improvements that are being recommended, the facilities will require a 120-foot right-of-way and a 130-foot right-of-way at intersections with multiple turn lanes. Additional right-of-way will be required with the addition of trails or expanded pedestrian way. Rich Rodenburg asked if "A" Street at the town of Walton (118th Street) had enough room for four lanes without taking out any buildings? Mike replied they hadn't looked real close at this location, but adjustments could be made depending on how this area is urbanized.

Discussion was held on the difference between urbanized and rural roads. Marvin asked why 120th Street was identified as rural if it is in the new urban design area? Mike explained that it is currently a gravel road and is shown for future improvement on both the County and the Urban Area Plans. Depending on the rate of growth within this area, the road could be first improved as a rural facility and later, as this area becomes urbanized, it is improved to serve an urban area. Steve Burnham wanted to know if there was another map that showed the urban boundaries? A map was displayed which encompassed the 20-year growth which is in essence the future urban area. This plan shows the future service limit is larger than the existing urbanized area. Mike said what they are attempting to do is identify the future urban area boundary that will encompass roadways that may become part of the urban travel system for the urban area. Marvin asked why we couldn't identify the urbanized area as the future urban area instead of having a 20-year or a 25-year area? Mike stated that according to federal regulations, the future urban area is to include the projected 20-year growth plan. Discussion was also held on the future character of "A" Street at 112th Street as it connects to the east beltway. It was decided that east of 112th Street, the 'A' Street right-of-way width should be 120 feet be identified as a 2+1 center turn lane facility.

A motion was made by Marvin Krout to approve the 2025 Long Range Transportation Plan, Singh seconded.

Ron Schlautman made a motion to amend "A" Street to show it with a 2+1 center turn lane at 112th Street to the east end of the limits, Thomas seconded. Discussion was held on this motion. It would still be identified in the plan, for 120 foot of right-of-way as it applies to the project development stage. It is identified in the 2025 Plan due to the infrastructure needs for all of the utilities. Virendra Singh added that the intersection at 112th and "A" Street within 700 feet, we will be looking at a full cross section at that point. We need to make sure that we have a four-lane facility there plus your dual turns, whatever is necessary. Allan said this amendment would work as long as it was east of 112th which allows for the construction of the intersection to work and then taper down.

There being no other questions, Allan mentioned that we had a motion on the floor to amend the proposal to show "A" Street approximately 800 feet east of 112th Street as a 120' of right-of-way with a 2+1 cross section. Roll call was taken where the motion carried unanimously.

No other discussion being held on the amendment, the vote was taken on the motion to accept the 2025 Long Range Transportation Plan. Motion carried unanimously.

Agenda Item No. 3 - Review and action on the StarTran System Security Plan, June 2002. which documents the system security program and plan to reduce transit crime and promote awareness of transit security.

Larry Worth introduced Glenn Knust, Maintenance Superintendent for StarTran, went over the security plan for StarTran. Glenn mentioned that it was a requirement of the Federal Transit Administration to have a written security plan. Glen said there were some security issues that they identified and have been resolved. There are not a lot of security issues in Lincoln but they are identified and they are doing them.

A motion was made by Larry Worth to approve the StarTran System Security Plan, Ron Schlautman seconded. Motion carried unanimously.

Item No. 4 - Review of the Mobile Source Air Toxics Monitoring activities by the Lincoln-Lancaster County Health Department.

The Health Department representatives were not available for the meeting due to illness.

Item No. 5 - Other topics for discussion.

Mike Carlin said the Comprehensive Plan allows for beltway arterial streets and wondered if any action had been taken on it. Allan said we are in the process of reviewing all of the studies within the Comprehensive Plan to see if there a better way of looking at one or two studies rather than three or four. They will soon be coming forward with recommendations.

Carlin asked if that would apply also to the Comprehensive Plan where there is a specification for a downtown bike lane. Allan said they all need to be looked at.

The meeting was adjourned at 11:30.